

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MAY 14 1940

Writing Report 11-5-40, When handed in at Local Office 13-5-40 Port of Falmouth.

Survey held at Falmouth. Date, First Survey 23-4-40 Last Survey 3-5-1940.

 on the Machinery of the ~~Wood, Iron or Steel~~ TS. MS. "ATHELKING". (No. of Visits 4)

Gross 9557 Vessel built at Newcastle. By whom Swan, Hunter & Wg. Richardson Ltd. Year. Month.

Net 6019. Engines made at Greenock. By whom J. G. Kincaid & Co. Ltd. When 1926-3

al 709. Boilers, when made (Main) (Donkey) 1926.

Main Boilers Owners Athel Line, Ltd. Owners' Address

key Boilers 2 Managers Port Liverpool. Voyage

 Boilers 180. If Surveyed ~~At sea~~ in Dry Dock Falmouth No. 3 Drydock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Damage & Repairs.

at Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ed his services for this purpose, and why they were declined Yes - not required.

damage report made by anyone else? If so, by whom? No.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" Donkey " " No.

not done, state for what reasons? Donkey Boilers not due for survey.

parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the } to assure himself of the thorough efficiency of those parts of each Boiler? }

at date of internal examination of each boiler. Present condition of funnel Good.

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

w shaft now been drawn and examined? No. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

t now been changed? If so, state reasons.

shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.S. 1/8.

gine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

t the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Damage stated to have been caused through the propellers striking a submerged object at Bufadero on 14th March, 1940, when entering canal after passage from Le Havre.

Now Done: Vessel placed in dry dock. The P.S. propellers, cone ends of screw shafts, cone ends of stern bushes & outside fastenings of sea connections examined & placed in condition.

Port Propeller.

Repairs due to Damage: One blade of solid bronze propeller broken at tip & bent; all removed, sent to Messrs Stans for repair, returned & refitted. Starboard propeller.

blade tip fractured & one tip bent; propeller removed, repaired & refitted.

Sea & Gear Repairs: Plain tubes in starboard donkey boiler renewed. Boiler hydraulically tested and found satisfactory.

General Observations, Opinion, and Recommendation:

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.S.M.S. 9, 11, & L.M.C. 9, 11, or

L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen is in good condition

and eligible, in my opinion, to remain as classed without fresh record of

survey.

Fee (per Section 29) £ : : Fees applied for 13th May 1940

Damage & Repairs Fee (if any) £ 2 : 2 : 0

(per Section 29.)

ling expenses (if chargeable) £ : : Received by me,

Committee's Minute TUE 28 MAY 1940

signed As now

CN Thomas.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W375-0008